## THE FEARFUL SHIPWRECK.

ARRIVAL OF THE EMPIRE CITY,

MINETY-TWO OF THE SURVIVORS.

Reported Safety of Captain Herndon and Others.

THE THRILLING DETAILS OF THE DISASTER.

eratives of the Calamity, by Mrs. McWell, Mr Bassford, Mrs. Chayer, Miss Fallon, John Jummings, Mr. O'Couner, Mrs. O'Conner, Mrs. smith, Mrs Hawley, Oliver P. Manhue, Captain Sadger, Billy Sirch, Mrs. Birch, Mr Ayulo, S. & Brown, Thomans Mc setsh, Cester Gitano, John George, P. E. Wells, Frank A. Jones, William Chase, Mr. Fra-ser, First Officer, B. M. Lee, and Mr. Casey.

Bird on The Curious Incident of Board the Ellen.

Revised List of the Lost and Saved, The Conduct of the Chief Engineer.

Seaworthiness of the Central America

ONE HUNDRED AND SEVENTY-THREE KNOWN

TO HAVE BEEN SAVED

Four Hundred and Nineteen Probably Lost.

INTERESTING INCIDENTS.

Safety of the Women and Children.

THE RESCUE OF A CANARY BIRD BY

MRS. BIRCH. SCENES ON THE SINKING OF THE CENTRAL AMERICA.

WOMEN AT WORK BALING OUT.

Struggles of Five Hundred Human Beings Cast He pless upon the Ocean.

The Horrors of Shipwreck.

EXTENT OF THE LATE GALE.

NAMES OF VESSELS LOST AND DAMAGED.

The stremakip Empire City, Captain Jao. Mc lowan, as rived at this port early yesterday morning with ninety

bero of the survivors of the ill-fated Central America. We are ladebted to Mr. C. H. Denison, the Purser of the E. G., for the following interesting statement:— The Empire City, Capt. Jno. McGowan, left her wharf at rfolk, Vs , at 10% A. M. on the 18th, for this port. She

had been viousiled and coaled during the previous two days for a thorough cruise in search of the missing steamer Control America, of whose ultimate safety, however, none as board feit any mingiving.

and we were soon boarded by a gentleman, one of four powergers, who electrified us with the announcement of the total loss of the Contral America, foundered at sea at 8 P. M. on the evening of the 13th inst, during the late severe gale, carrying down with her most of her officer and erew, nearly four bundred passengers and about \$1,800,000 in treasure. Our informant had been picked up during the night of the dissater, floating on fragment of the wrock, together with forty-eight others, by the Nor region bark Ellen, Capt. Johnson, from Balise, Honduras bound to Falmouth, England, which vessel he reported

We likewise understood that all the women and chil been saved in the steamer's books before she sunk, and placed on board the brig Marine, of Buston. Sirmid my informant, with death yawning before them the men stood solid as a rock, nor made a morement for the boats until the women and children had been as ransported safely to the brig, after which about 40 of the srew and male passengers, in a few trips, reached the latter yearsel before the steamer went down.

sty got his ship under way, steamed down the harbor and when near the light ship spoke the bark with her quote shope to accept. The majority were taken on board, and with a parting round of three hearty cheers for their prewith the brig and relieve the women and children A vamel was descried ahead in to w of a propeller within Hee of Cape Henry, bound in, and immedimintle n was rife as to whether she might or might no turn out to be the vessel we sought; glasses were levelled at her by anxious groups gathered forward, and as we rapidly ciceed together, certainty succeeded surmise, and to the joy of all she proved to be the brig Marine, in tow of the City of Norfolk, propeller, her low and confined feeks swarming with wretched looking objects, many of hem women and oblidren, wringing their hands, and

Our boats were speedly lowered, and Capi. Mottowan in the first boarded the brig in person, caressed, embraced, and indeed half strangled by the poor women who threw

themseives upon him as he reached the deck.

As boat load after boat load reached the ship's side and and in a short time the greater portion were con formbly quartered in the cabin. To the bystanders the sing son and husband wife; the eager son of each face in agonizing fear and expectation; the joy o grief manifested as recognition or disappointment awaited the gazer—was touching in the extreme, straining the heart strings and moistening the eyes of many hithert anused to such manifestation.

A portion remained on board the brig, preferring to go

sp to Norfolk, and when all who wished had been taken on board, the Empire City again got under weigh for New

ety-six in all were reported to have been saved by the brig, exclusive of the colored stewardoss, who die from exhaustion after having been taken from the wreck All speak in the highest terms of the attention paid then and the humanity displayed by the officers and ore es to at to serve out her last day's allowance of water, and and not an opportune supply of provisions been received from a passing vessel, they must have been driven to

The bark files had previously had all her boats stove i the drilling masses of drowning mon-her captain hand ting his crewel as none but a sailor could-gring ahead, t him from these whom he could not see through the es of the night, dictated. Their escape is unequalled

The officers of the Empire City, grieving for the loss of their brother officers, have jet a feeling of pride and sails-

faction in knowing that they died at their posts, striving to save life to the last; and point to the fact that all the women and children were saved (not an infant lost) as an instanc

Should it please Providence hereafter to place them in

SURVIVORS OF THE CENTRAL AMERICA ON

BOARD THE EMPIRE CITY.
TAKEN FROM THE NORWESIAN BARE MALEY. John N. Bassford, Chilfornia. Wm. Chaos. Michigan. John C. Taylor, Cohoes Falls, N. Y. Heary Brumwell, Taswell Co., Ill. Rd vd. Morse, Boston. P. A. Wells, Leydon, Mass. Douglas Ratherford, Wiscon Julius Sietzer, K nguten, Mass. John Cummisg, Wisconsin. Jacob Quencer, Watersown J. M. Cavey, Arkansas.

Thos. McWreah, Bloomsburg, Pa. Henry T. O'Conor, Albany, N. Y. Geo Bruyn, Ulster county, N. Y. W T. Fletcher, Maine. Randolph Omey, California John McCabe, Irelard. John George, England. B M. Lee, Pittsburg, Pa. Chas. A Vose, Francistown, N. B. Henry Allord, Montreal.

James M. Frazer, 2d officer. Barcley Mc larty, coal passer. Tim McKeogh, sailor. Aaron R. Bolcomb, saloon cook. Henry Hardenburgh, ship's cook.

Passengers, 24; crew, 7. Total 31-taken from the water after the chip foundered. TAXEN PROM BRIG MARINE OF ROSTON

SAVED IN STEEN BOATS, ] Robert Hatchiason, Virginia Mrs Segur and two children, St. Louis, Henry Kimball, St. Lawrence county, N. Y. Morgan Badgley, New York. Mrs E. O'Conor. Albany, N. Y. Lewis Borew, Albany, N. Y. W. W. Geery, Jersey, England. Mrs. Mary Batley, California. Frank A. Jones, Sacramento, California. Mrs Hawley and two oblidren, San Francisco Mrs Harris and child, San Francisco. Mry. McNell, Pan Francisco. Mrs. Bowley and two children, San Francisco Mary Ann Rockwell, California Thos. Bride, California. Then. Frazer, New York. Wm. Place, Hudson, New York. Gritan Testher, Genoa, Italy.
Mrs. Pahud and three children, California. Miss O'Fallon and brother, San Jose. Mrs. Reading, New York.

Edward Hodges, St. Johns, N. B. David Raymond, quartermaster Robert Long, quartermaster Finley Frasier, quarterm John Davis, sailor. Fred Brougham, sallor. James Travis, sailor. Richard Reed, sailor. Henry Hethrington, fireman. Geo. Steward, fireman. Nine v two in all, on board Empire City.

APPEARANCE OF THE PASSENGERS.

Mrs. F. Raban, Believille, Ill.

much agricty, arrived off Sandy Hook on Saturday night Sunday morning she stea ned up to Quarantine, was boarded by the Health Officer and twelve reporters, after which she proceeded direct to New York. There were on board ninety two passengers saved from the Central America, by men, twenty-six children and thirty-six men; fourteen of sees ladies had husbands with them on board the Central America; four of said husbands are known to have bee saved. These unfortunate, and yet fortunate women, wor of them had a cent of money, and none a change of clothes; they were just as they had get into the boat from an outside dress. Some wept as they approached New York city, overcome with past memories and their unexpected condition. They had left California affluent in wealth and rich in the reciprocal enjoyment of affection; they arrived here devoid of treasure and overbardened with affliction. and some, the extremest penury. Not the least pitcons was the sight of the infants. Some of them were perfectly naked, merely wrapped around by a coarse blankes tak from a berth. Others were merely girt about the loins methers seemed quite unwell. Some were taking gruel, others were giving it to their babes. The despest money ward grief. Some who had faced death in the hour of looking at the condition of those saved from the unfortu nate ship one could more fully realize the greatness of the calamity. All the passongers, male and female, spokes in the highest terms of their treatment on board the Empire City. When they arrived off the Battery it was reported that the passengers would not be allowed to land till to-day. This announcement, to persens in their condition, was anything but agreeable; it began to annoy them considerably, as they thought they had come to an end of their "trials by sea," but in loss than a conveyed to the city, pleased, at least, to be once more savely lodged on the firm earth. J. A. Van Dyke and others were on the ground with carriages to convey the ship-recked passengers without charge to whatever piace in the city they desired to go.

STATEMENT OF JOSEPH M. BASSFORD. escued passengers of the Central America, gives the fol

menced and raged with unabated violence till the ship went down. On deck Friday morning about 7 o'clock what the difficulty was I went to the engine room. The moment I arrived there the first engineer, Ashby, come running into the room with nothing on but his shirt, having hurried from his berth without dressing. An in-stant alterwards Capiain Herndon come to she room also, having been roused from his berih by the sudden stopping of the engines. As soon as the Capiain saw Mr. Ash-by he said nothing, but west directly away. Mr. Ash-by made an inquiry or two as to the difficulty, and retreated to his private room to dress

LOSS OF THE STRAMER IMPUTED TO ASHIT. I am satisfied, from what I afterwards to hat had Ashby immediately went to work in endeavoring to remedy the difficulty with the engines, that he might have get them to work again, raned the restel, as every moment after the stoppage of the engines was of great importance

After Ashby returned he called together the engineers and firemon, and consulted as to what should be done. A pipe had broken and a great deal of steam was orosping, made to set the engines going, but this proved ineffectual Equired of one of the firemen the extent of the trouble, an i was told that the steamer had sprung a leak, and that water was pouring in quite rapidly, and that it was impossible to pass the coal; and for this reason the engines had stopped As yet the water had not t suched the fire in the furnaces It was found, after seve at bours, that the water was in extra aid. Accordingly, two lines of men were formed on the starboard, and another us the larboard side of the steamer, with buckets, to take out the water. This wa about 4 o'clock in the afternoon. When the call for the buckets and aid of the passengers was on led for, there was some consternation among the passengers at first; none bolieved, however, that the e was no real danger.

At this time the wind was blowing almost a hurricane seemed as though there was danger of the wind bio sing i off, so violent and ter ific was the gale. In connection to take up water by means of pulleys. The pumps had been doned before this some time. Every body worked like good fellow, and the water was gained on to such an ex ent that the engineer was enabled to get up steam in the mair boiler of the ship, and several revolutions were made with the wheels. The water now gained on the ship, and a length put out the engine fires. Manifere efforts had been made all along to get the donkey engines at work, but

HARD LABOR -- SONG SINGING.

The labor of the men at the buckets and barrels was very severe and crying. Everything was done to kee, up the spirit. To give impetus and encouragement to the work, a large number sang while laboring. The volces of the workers rose merrily and powerful above the din of waves. The burden of the song was the stereotype couplet, sung with a satior-like melo ty and vivacity-

Pesve O, Heave O.jetamp and go, We'll be jolly blather, O. From want of keeping up a proper system of manage ment, however, is arranging the men in watches, so as & alternate at proper intervals, at the first a num singing, became so completely tired out that after a time they had to give up work. Some fell

LADIES PROPER ASSISTANCE AT THE BUCKET this crisis some of the ladies behaved most generously and nobly-several of them volunteering to take their places at the buckets; but the mos tired as they were, had too much gal'antry to portion of the trying toil gave renewed encouragement to the men. Mrs. A. J. Easton, a bride, who with her has band were among the passengers, and were on a wolding sour, furnished the men a large number of bottles of wine The liberal bestowal of the wine, and the spirit which prompted its denation, wen the admiration of all. Not only was increased vigor given to the men, but it roused them to work still bravely on.

Several of the passengers, whose position and intelligence and withsi, the trying circumstances in which the ship was placed, ought to have restrained from de orting shemrelves other than properly, drank excessively of figures on board the ship, probably from their own pri vale stores, and made thems-lives very noisy and trouble some. I know two of the passengers of high social and poli-tical associations, who refused to work, but got alarmingly dramb, so much so that their more sober companions had to drunk, so much so that their more sober companions had to put them in their berths. In that condition they lay when the

The men worked at the brokels, endeavoring to bale th learner, from Friday at 4 P. M. till Saturday night. One louby in the progress of the work was the want of preper and strengthening food. A dry cracker was about all that could be got hold off. What made it still worse was the impossibility of getting water to drink.
During the night the men had to work entirely in the dark. Justice compels it to be
said that Captain Herndon, with all his noblity and disinterestedness of character, and notwithstanding his ing in a high degree most of the traits neces ent commender, was not equal to the present trying emergency. He ran all over the ship, running here and there himself for a himself or trivial things which he should have sent others for. He was not wanting in manly courage, but he wanted de cieive promptaces. Had he subdivided matters properly,

longer than she war, and possibly saved.

At two P M. Saturday a sail was seen from the wind-Fortunately the ressel saw us and same down under on tern, being kept to the windward to lay to but the gale blew her away three or four miles to the ceward. The eight of this brig, which proved to be the brig Ma ine, gave increased encouragement to the men engaged in baling the steamer, and they sept at work lustily and nobly. The women and shilds being gathered aft and on the starboard side of the teamer, the work of getting them on board the brig commerced forthwith. Preparations were made to pot the small boats overboard. The first boat that was lowerwere placed in charge of the boat, and it was seen filled with a pertion of the lady passengers and children. A great deal of difficulty attended gotting them into the boat turing the heavy sea. The third boat that was lowered pushed off for the brig Marine. The fourth box that was lowered mot with the same fate with the first boat, and was knocked to pieces. ME. ARREY LEAVES THE STEAMER-RIS PROMISES TO CAPTAIN HARNDON.

rater and ride in safety. After all the remateting lady passengers, excepting three, had been taken on board, coat. Captain Herndon told him not to get in. Upon which Ashby becought the captain to place him in charge back with the boat, and what was more, prevail on the captain of the Marine to come up with his vessel to where he steamer lay, and get him to send his small bosts or Captain H. said that he feared to trust him, so he was afraid he would not come back. Upon this expression of leabt relative to himself, Ashby said:-"I promise you soptain, most solemnly, that I will come back to the steam and not desert her," or words to this purpose. I heard the remark distincily, and noted it, as the fact of the doubt as to the boat's return caused me to think that possibly the present would be the last op romen were in, and would not allow myself any thought o my personal safety till the safety of the women had been soked to. When Anby got on board he drew a knif -as he saw several on the point of making a jump for the bost-and declared if any individual jumped on board he and was not to be awed by any such threat. Knowing that the women and children were safe, I felt justified in making an effort for my own preservation, but the boat was out loose, I gave a jump and landed in the boat. had \$2,000 in gold in a belt, and was about to tie it abou best, thrust it into my side cost pocket. In gir-ing the jump it was thrown in some way ou of my pocket into the water and lost. Ashby did not carry out his threat as to doing me any personal injury young man name! Adams, from Balilmore, dore hes bremost from the steamer and came up the other side of n so quickly and quietly that only one or two of those

self. The reason why more did not attempt to get into the small boat was because they felt thomselves eafer on the steamer. No one believed it possible that a small boat could live. Had the Central America struck a rock or reef and been in danger of sinking, and there had been have prevented a mad rush for the small boats and so many crowding them that they must have been a start of being sunk danger that the small a securing share state from the

steamer, with a trum of and spygiass in who hands. The wind had abated somewhat, and the passengers on .hs teamer knowing this fact were buoyed up with the hope that the brig Marine would soon be able to come up to where the steamer lay and take them safe v on board.

Upon our boat loads arriving alongside the Marine and eing taken on-board, Ashby asked Captan Birch if ho could not get his brig nearer the Central America. This, tuon of his vessel and the heavy sea. By this time the brig had drifted about six miles from the steamer. his small boat, but this, the captain said, was in a con-cid-lon unit to be used. An offer was made by Ashby to Captain Birch of \$500 if he would get his brig tiongside of the Central America. The captain repeated his statement that this was impossible in the condition his vessel then was. Ashby now promised \$100 a man to those who would go back in his small boat. David Raymond, quartermaster, said no would go to the stor he was fifty miles away, and that he was above taking par for such services. Four men went back in the boat Ashby remained on the Marine, notwithstanding his pleage to

A amill brats' crew of fremen arrived at the Marine shortly after the arrival of Ashby's boat. Captain Birch sid they should not come on board; but they would not heed his commands, but got on board. I tried to get these men to go back, but nothing could induce them. Meantime the two first boats returned to the steamer and brought other parties from the steamer. From the brig ruckets were seen thrown up from the Central America

about 10 P. M., and brought@nielligence of the sinking of the steamer. This information caused a theil of horror and deepest emotion and suffering to the rescied passen gers on the brig. None were prepared to receive these melancholy and awful tidings. No one felt any fear but that the steemer would ride out the night in safety, and every one felt that preservation was at head. Many of the rescued wives of the passengers, who had left their og ny that they would rather have staid behind and good town with their husbands than to have been saved without them. The scene on the beat was one long to be remembered. I have passed through trying somes before of feerful suffering, but none that equalled this. The Marine lay to all night, and as soon as

was daylight oruled about to see if saything ocud be seen of the steamer or her passengers There were five vessels in sight, but nothing was cecn of the steamer or any of the passengers or ore which on board of her when she sunk. Finding that further

On the passage for Norfolk everything was done on beard the Marine, with the meagre accommoda commodations were very meagre, but such as they were, they were most acceptable and gratefully received and apd. The captain gave his own cabin to the ladies, but it did not begin to be large enough to accommodate
the number on board. A large number of the ladies had to sleep on the top of the cabin, with nothing but a pleoe of canvas to protect them against the cold and water as it washed over the ship. They all had to be fed out of two or three cups, and with wooden apoons. The lack of prov sions was the main cause of suffering.

PORTUNATE MEETING OF A SINP. On the third day, furtenately, we met the ship Eufraner, going from Philadelphia to New Or-leans. Upon making known the condition of things to him, he sent on board some chiskens, a barrol of bread, a quantity of coffee, tea, sugar, &c., which fur-tished most scoeptable nutriment and comfort. The captain of the ship came on board and offered to take any of the passengers who had friends in New Orleans and desired to go with him. As none desired to go the offe was no: accepted, but the captain's kindly offer was fully appreciated, and as he left the brig to go on his own box hee round of theers were given to him.

The steam tag City of Norfolk was encountered, and an arrangement made to tow the Marine and purties on board in 25 miles of Norfolk, the Empire City met us and took on board all the passengers from the Central America.

CAPTAIN M'GOWAN'S RECEPTION OF MR. ASHRY.

Mr. Ashby, the chief engineer of the Central America, was him not to come on his steamer. Mr. Ashby wished to know the reason of refusing him a place on board. Capitain his steamer, and assured him that if he attempted to set for on his steamer he would blow his damned brains to hell! Ashby attempted an explanation, but Captain MoGowan would listen to no explanation, but esserted that he base his action upon reliable information louching Ashb, 's solf ish cowardice, and would have nothing to say to him.

NAMES OF SOME OF THE LOST PARSENGERS. Mr. Bassford speaks positively, of his own knowledge, of the following persons having been on board the Central

James Surch, a heavy stage proprietor in San Francisco Mr. Burch, he says, got on an overcom and had everything in readings., waiting with the expectation of being taken on board a small boat and conveyed to the brig. we went away, we saw him standing near the bow smoking a segar, as though he was enjoying himself very

John Leonard, Buffalo, N. Y. Hs gave Mrs. Marvine one of the rescued passengers, a bag of money, with in-structions to carry the same to his mother, who lives in Mr. Marvine, Buffalo, N. Y., agent for stead

ween Buffalo and Chicago. Mr. Marvice was the husband If the lady with whom John Loonard, meationed above left his money. - McCarty, an extensive farmer in Generoe county.

Two brothers, named Tomphias, wheelwrights in Eldridge street, this city. The family of one of them resides in - Hutchias, a young man, whose father is a farme

- Stevens, a young man who used to be partner in

siore with Mr. Richard Carman, of Carmanaville. Mr. Bassford formed an arquaintance with the par

gers mentioned ab we in coming from California, and only athered the surnames of most of them.

the day previous to the loss of the steamer. The purse; becought Capt. Heradon to let him go in one of the small cate that left the steamer, but the captain teld him he had better stick to the steamer like a true officer, and so be did, although disabled from being of any service from

A young man named Lowe, Mr. Bassford states, gave a bag of money to Miss Lickwood, and asked her to give it to his mother. He does not know where Lowe lived, but saw him give the gold-about \$2,000 he should estimateto Miss Lock wood, and heard him make the request.

The father of Miss Lookwood is supposed to be lost als He had been to California the past year, having been em ployed to go there by Col. J. C. Fremont to settle his quartz claims at Mariposa.

A colored man named Garrison, it appears by Mr. Base

ford, belonged to the Central America, and Capt. Hern-den placed great confidence in him, to much so that he deputed him as one of the men to man one of the smal bosts. Upon arriving at the brig Marine, Carrison pre-As the small boat came back to the steamer three men to man her, Capt. Herndon expressed surprise would volunteer to take his place. A young man named Blam, from Newburg, offered to go. Capt. Herudon said he did not know, whether he could true him, and saked him if he could row well. The young man said, "I have a hard hand that can row, and a soft hear the remark that he told him, "I believe you trustworthy, you can go." Blass did go, and proved himself worthy

Mr. Bassford, who communicated the above facts, had but partially recevered from a fracture of one of his hips, in California, when he left San Francisco. The hard labor he underwent in his efforts, with others of the parsengers, to bale the Central America, with loss of sleep and larvill cient food, has nearly prostrated him. Although he has others who have been saved, that he has no cause to com plain. As for the steamship he thinks had her engines

It was first anown by us women that the Central merica had sprung a leak, on Friday, Sept 12 at 2 P. M We were all in bed see sick, and had not been up for heavy sea. In our fright we got up, and entirely forgot our sea sickness. The gentlemen got pails, and told us - it was to bale out the water from the hold. We soon carned something about our real danger. The see was earfully high, and the ship was tossed to and fro in great women showed great courage and self composure—not a tear > as abed by any of them—there was the calmuces of be grave among them. The men told us to be cheerful. that it would soon be all right; indeed, although we ounfull extent of it. The men did all they could to keep tha knowledge from us. We remained quietly in the cabin we could not remain on one side of the boat, because it was all down. We had to go into the gentlemen's cabins, and there we remained all the afternoon.

We heard the water rolling and dashing against the sides of the ship, thinking it was on the outside, when in reality it was in the cabin—right below us. In that condition we remained all night, the sea running very high, and occasiceally breaking over us, the wind blowing a perfect hurricape, the ship rolling and beating about, everything making a most fearful noise, the rigging and spars cracking and roaning, the dishes, lamps, furniture &o, smashing and reshing together. It was an awful night, but the women still endured it with out tears or moans.

HE ABSULT OF THE BALING - HOW THE PASSENGERS AND CREW

At first they had gained on the water by pumping, but on the morning of Saturday, Sept. 12, they found the water had gained on them considerably. They then com-menced to bale cut with barrels. They told us they were water was still gaining on them, though we did not know it. The men, especially the first cabin passengers, had falling. Sometimes they had to give up, and lay down flat on the deck for a moment, with half reand death against the enerosophing waters. Many of the men had been previously quite sea sick, and had their strength and activity, and they, or at least many of them, did all that human power could do to save the ship. The storm continued thus all day Saturday, and the me thus worked on all that day; the women being still calm as death, and to death resigned. I and many others had made up our minds that there was no hope of being saved; we expected to die; we were ready for death; we were prepared for it; we were reconciled to it. It was found n Saturday, that the water had been coming in through the port holes for some time, and efforts were made to stop 14.

EXCITEMENT.

Shortly after noon, the announcement that a salt was to sight ran through the steamship and threw us all into the greatest excitement. Such a sudden hope, where nothing but death had stared us in the face, at once overcame our self control; there was shricking, crying, weeping; agonies of joy, where late was nothing but agonies of death. The sovere calminess that had not each check, making it pale as lead but a era as steel, was displaced by the flush of excitement, profuse tears, and the embrace of friends, mothers and children, bus-bands and wives. The excitement pervaded the whole chip, but when its first heat had passed away, grave doubts and fears again arose Some of the women could not believe that the intelligence was true. "It is too good," said they, "to be true;" and when the sail could be seen distinctly it was not known whether the craft would hold not certain whether the bark Marine, of Boston (for such

bark Marine answered it and sailed towards us, pussing the steamer about a mile distant. The Marine was also badly damaged by the storm, but did not leak more than what the pumps would relieve her from. Our men had not calen any thing since Friday morning, because nothing could be cooked. My husband worked all the time; he would not all down to eat, and said he did not feel hungry, but could work forty-eight hours longer if it was nee ry; but as soon as the brig Marine hove in sight he was willing enough to eat. He came to me and clapped his near and we would all be saved; he wanted me is take

Many of the ladies had a great deal of money that they into their state rooms and took out bags of gold—\$20 pieces, \$11,000 in all—and threw them down in the cabia, so that any persons who wanted money could take what they pleased. The two ladies had just returned from Californ's, and said, weeping, "That that money was all they had None of the ladice could take more than two \$20 gold pieces with them. We had to strip off all our clothes and kirts except our outside dress, in order to keep our clother from sinking us. We (the women) then commenced put ting on life preservers; the men still remained working saying they would remain on board til another thip arrived. as the Marine could not take them all on board.

CONDUCT OF THE CHEEK MIGHTERS AND CARRY The captain told several men to help, and he would try made one, but don't know. The captain, Mr Herndon seemed to feel very bad indeed. He said he would not with the ship. Nevertheless, he did all that lay in his power to save others. He was a very kind, generous, emanly man, and if he had any fault it was that he was not severe enough to his hands. They did not do their duty to him too well. The chief engineer, Ashby, descried him in a most cowardly manner; so did his boy

cabin and said, "The captain says all the ladies must go us. We were wet through almost in an instant.

I never would have gone on deck, but remained with with me to the Marine. I believed that he was going with me till I was in the beat, or I pever would have him. I saved \$17,000 in money, chie 5y in drafts; all my diamonds and jewelry; but if I had not thought my husband was going with me I would not be here now. He and he could easily look out for himself. One of the boats had been dashed in and another had

een lost; three or four were let down to take us to the Marine. We were let down into the boats by a kind of rope chair; a noose was passed round our feel and dress here was nothing to support our backs, but we seized a rope which came down in front, with our hands. The boat could only approach the steamer between the waves, so we had These waves would also drive us under the side of the steamer; the cook was burt considerably that way; she fied on the home passage, but I guess it was from fear, no rowed to the Marine, the spray dashing over us all the time; they were excellent boats and excellent carsmen, o we would never have reached the brig. Thirty women twenty-six children and a number of men were thus con veyed on board the Marine. The first passengers got or tember 12; the last at 7 o'clock in the evening. The last person who got on board from the Central America was fireman; he said "the steamer was gone down and every soul on board of her." This statement was false, but it terrified us awfully; we shricked and hollosed at the loss of our husbands, most of whom, also, we will see no more Among that number is my husband.

The captain of the Marine was very kind to us. He has no accommodations except for her seven hands and cap tain. We could not all get into the cabin, but we ourselves away as well as we could. sailors and officers brought us their dry clothes, shirts, pants, socks, &c. Captain Birch told us he would try o get into Norfolk on Tuesday, Sept 15. There were but two barrels of water on board, but plenty of melames, we drank mola wee for water. Our provisions were sparce, but the captain did all for us that lay in his power, and he perits all praise and thanks; he consulted our wants and

supplied them as far as possible. We satisf along looking for paraengers at first, then tried to make Norfolk; but as far ahead as we went in the day time we were driven back by night. A vessel from Ptiladelphia for New Orleans, called the "Ufrazer," supplied us with two barrols of see blacult, two barrels of potatoes, three hems, six oblokens, obecse, &o , &o. The captain of the Ufrazer soled very gallantly. For fire days we were rolling and drifting

ARRIVAL AT CAPE HENRY-CONDUCT OF THE CAPTAIN OF THE STRAMTUG GTY OF NORPOLE.

On Thursday, Sectember 17, we made Cape Henry, at So'clock, P. M. The captain put up a Seg for a steaming to take us in to Norfolk, aithi ugh we were without mone o pay for it; but we must go in or sterve. The ste taking us in. We all began to cry, as we had not get the maney. The captain told him our situation, but he would and the steaming, by the carnest intersession of the captain of the Marine, took us tato Norfolk. The us me of the captain of the steaming could not be learned; he would not tell it. He merits and should be branded with public seorn. The Empire City met us on her way into No and by har we arrived in New York city.

STATEMENT OF JAMES M. FRAZER,

9:25 A. M., and proceeded to see steering for Cape Flo with fine weather, moderate breezes and head sea.

A. M., Cape Florida bore west, distance 15 miles, seem from sloft; 12 M , had fresh breeze and bead ses; had s longitude. As near as I can remember, we ran the first twenty six and a half hours, 286 miles, steering about N.

W., fellowing the Galf Stream Sair. 10. Begins with a strong breeze and head eea. Wind from the nirthward and eastward, and inclined to do not recollect the lattinde or longlinde; but the datance run up to the time of observation at meridian, was 215 miles, still steering north, or very nearly so, by compass. officer, handed me a slip of paper with the courses for the night-a usual practice when the course bas to be altered often through the night. The course to to be steered were N. N. E. N. E. & N., and N. E. & E., at different hor s of the night, but the time for each course to be taken I do not recollect; but the skip at that time was in the bend of the Gulf Stream. The wind con-

tinued to blow heavy all night. SEPT. 11, fuerday .- I came on deck at four o'clock A. M. It was blowing fresh, with a N. N. E. see and wind: the sea was running high, with heavy rate. At 8 o'clock A. M I was relieved by the shird officer. It was still blowing very heavy, but no rain then. At about 10 o' look A. M. the third officer set the storm spencer or spanker, and kept it on her sutil the sall blew to please. He also sent down the fore yard. The gale and sea was now increasing. He also spread canvass, bolts, sails, &c., in the main high out of the water that she would not head to the wind and sea. At 12 o'clock M. I came on deck and relieved there was not so much sea as in the fores son. I had been on the forward part of the ship about half an hour when the captain came forward and I spoke to him about trying to bring the ship head to wind. He replied that it was no use to try, as he had tied all the forenoon and could not effect it. I then proposed to keep off before the wind, and he told me to do what I could in keeping her away. Mr. Van Rens and after deck bilge pumps, which was done. We then started to set the fore staysall with the belm hard to port, but before the staysall was helsted and the sheet bauled aft, the staysali blew away, We then manned the downbaul, and hauled down the remaining canvass and bold and bending it on to the fore stay for a staysall. The captain sait, we will try the foresall by reefirg it and lashing the clews to the deck, and heave up the yard with the pard tackle and fore lifts. So soon as we got it started up, the sail blow to pieces. The captain them said tha ship head to wind. We went at it immediately and rigged the fore yard with a beavy kedge anchor hanging to it. and we payed out about forty fathoms at first. It was then about 6.80 P. M., the ship still in the trough of the and see if that would help to right the ship. She was then listed over to the leeward, so that people could not walk the

CUTTING AWAY THE POREMANT AND RUGGING OF THE STRANGE I may say that she was almost on her beam end, Myself, the bosts waip and Capt. Badger, a passenger, con away the rigging, and let the foremast go over the side. anchor, which caused the foremast to shoet under the abip's bottom, forward of where the foremest had been under the ship's bottom, she was injured by it, and probebly the leak increased thereby. I don't know such to be riuce 2 o'clock—the passengers and drew who were not employed about the decks were busity engaged in balling away we paid out the hawter that was attached to the drag to about ninety fathoms in all, giving it a turn the sh p. At about 7 FP. M. all bands-passengers and crew-went to work balling and pumping the water out of the chip, the water galaing. About between 9 and 10 P. M. the water was on a stand, not gaining any; but after that it appeared to gain faster than ever. The wind was then about northwest, blowing heavily. At 11 o'clock the bawser stached to the drag chafed and parted, and our drag was therefore gone. Surt. 12, Saturday —The day began with a very

beavy gale and bazy horizon, with some rain, but not so much see as on the day previous; the people still baling and pumping. We hoisted a signal of distress at daylight wind west. At 5 o'c ook, or daylight, rigged several bee heisting them up with tackle. At 5 45 A. M. I out the star board chain and let the starboard anchor go, which appeared for a while to case the ship. The wind was st and westward; the water in the ship increasing rapidly. The captain all this time using untiring exertions and and pumping. At noon the weather had moderated very the captain said he would remain by us. It was the brig Marine, of Roston. At 2 o'clock P. M. lowered away and launched the ship's beats, and commenced transferring the women and children to the brig. The boats were manned by the boats wal s, quartermaster and others of the crew.

CAPTAIN BERNTON'S DETERMINATION TO BE THE LAST TO SAVE THE STRAKES. Isheuld have gone in charge of one of the boats had no

the captain told me he wanted me to stop on board the all the passengers and crew were transferred to the brig. before supret a schooner hove in sight and ran down to us. The captain said he would lay by us all night. All the we men and children were gone on board of the brig by this time. I saw and conversed with Captain Herndon and Mr. Van Rensselaer after this, and the captain told me told them to come under the starboard quarter, but could not hear the answer. I su spose that he saw the ship settling down very fact, and kept away for safety. It afterwards proved to be the bostswain's bost returned from the brig. Captain Herndon sent word to me, by Mr. Easton, to stop near the rocket box and send up a rocket every half hour, thinking, no doubt, that the ship would not go down before morning. At 7:45 P. M., or there. abouts, the people still kept on bailing. At 8 P. M., or a few minutes after, the ship began to take water on deck Then every remaining passenger and all the remaining crew resigned themselves to their fate. I leoked over the side forward and aft, and saw the water spotted with people, jumping over to get clear of the ship before was submerged. I saw a rooket go off to windward from the port paddle box. It went horizontally and it was said to be the captain who had sent it up, but I had hardly time to look around when I was lifted by the